

PORTSMOUTH, N.H.

1/27/86

P. Piatton: told me That There is a Parking system
for visitors also. That The public is NOT excluded
from parking in Seabrook which is what This
report Proposes.

John Houlahan

Background: Access by Seabrook and area residents to the Seabrook Beach is limited because of lack of adequate parking and lack of public ownership. Seabrook Beach is one of the best sandy beaches in the state. The town has secured numerous access ways from the public roads to the beach through heavily developed residential areas. Public use of the beach is severely restricted because of the parking problem.

Objectives: The purpose of this project is to increase public access to coastal waters and enhance recreational opportunities.

Description: The town will employ the needed technical expertise to conduct a parking analysis of the Seabrook Beach Area, determine sites for possible acquisition and prepare a preliminary site design of selected parking areas. Prepare a summary report of actions recommended for the town to take.

Work Products:

1. Parking analysis of beach
2. Identification of possible acquisition sites
3. Preliminary site design of selected parking areas
4. Cost estimate for completing the project

Estimated Cost and
Work Effort

Cost:

Federal	\$3,200
Non-Federal	800
Total	\$4,000

Staffing:

Grantee	--
Grantee Subcontract	4,000
Total	\$4,000

Duration: July 1982 - June 1983 (12 months)

Responsible Agency: - Town of Seabrook to subcontract with private consultant.

Objectives: The purpose of this project is to increase public access to coastal waters and enhance recreational opportunities.

COMPLETED. Parking analysis study of the Seabrook beach area has been completed, including identification of potential parking sites and costs estimates for acquisition.

The parking plan, developed by the consultant, was subsequently presented to the Board of Selectmen. In turn, Selectmen appropriated money to implement the plan. Resident/non-resident parking permits are now in effect, together with prohibited parking in certain areas. Summer staff has been hired by the Town to enforce the parking program.

I want to see

SEABROOK BEACH PARKING AND LAUNCH SITE ANALYSIS

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SEABROOK BEACH PARKING AND LAUNCH SITE ANALYSIS

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Figure 2 - NOTE: The large scale aerial photography used for Analysis and Public Information has been forwarded separately for Planning Board and Selectmen's references and use in Presentations.

Revised 10/10/83

SEABROOK BEACH PARKING AND LAUNCH SITE
ANALYSIS

PREPARED FOR THE PLANNING BOARD
AND THE BOARD OF SELECTMEN
OF THE TOWN OF SEABROOK, NEW HAMPSHIRE

JUNE 1983

PREPARED BY: Kimball Chase Company, Inc.
Civil and Environmental Engineers
Portsmouth, NH

FUNDED BY: This project was funded in part
from a grant under the Coastal Zone
Management Act of 1972, as amended,
National Oceanic and Atmospheric
Administration, through the Office
of State Planning.
and
The Town of Seabrook

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SEABROOK BEACH PARKING AND LAUNCH SITE ANALYSIS

SECTION 1

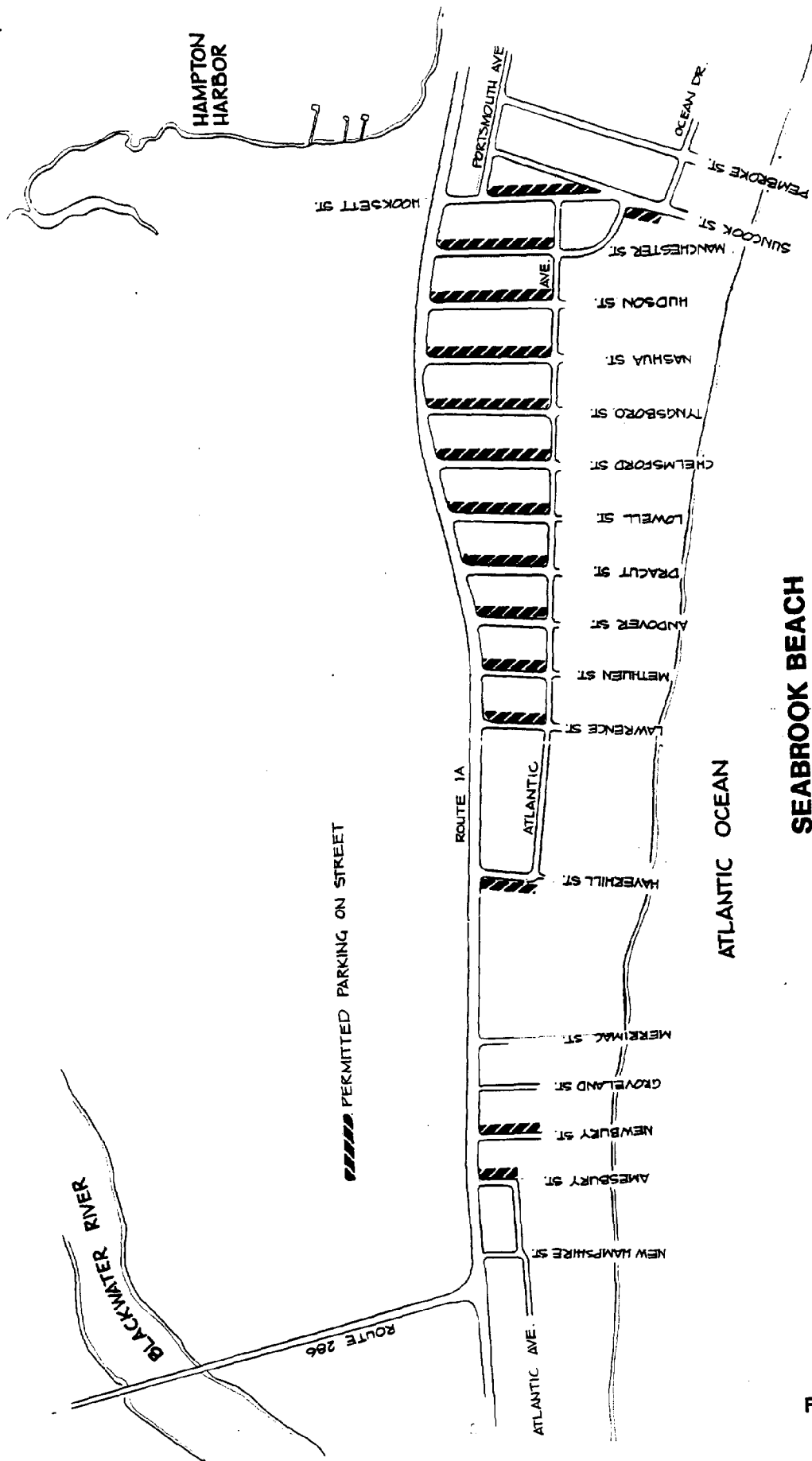
INTRODUCTION

Both the Planning Board and the Board of Selectmen of the Town of Seabrook have, over past years, been concerned with public access by townspeople to its beaches and to its navigable water areas. Increasingly, requests have been received for better access by uptown residents to its ocean front beach, principally revolving around the lack of parking areas where space is available at all times for uptown people to park and walk to the oceanfront. The information being brought to the attention of the town boards indicates that under present parking regulations available parking is being pre-empted on the Boulevard and east of the Boulevard by visitors and guests, to the exclusion of not only uptown residents but, in many cases, to beach residents themselves along the fronts of their properties. Further, it appears that fining for parking in illegal areas has very little effect - people accepting the fine as a parking fee for a day's use of the beach. The areas where parking is permitted and those areas where parking is not permitted, both on the State highway, and on local streets, is shown on Figure 1.

In order to determine the actual conditions which exist insofar as beach access (oceanfront and harbor beach areas), the Town of Seabrook in 1982, utilizing a Grant under the Coastal Zone Management Program and through the Office of State Planning, proposed to conduct an analysis of the parking on the beach as it relates to access to the beach for both uptown and beach residents. This analysis to be designed to set forth the conditions as they now exist and to develop, if possible, practical improvements which may appear desirable to provide convenient and ready access to the beachfront for all residents of the town, on a comparable basis.

The second area of concern has been the possible need for improved launching sites at three town-owned sites, namely Walton Road, Farm Lane Dock, and the Rocks Road Dock just north of Seabrook Station. Again, under the funding provided under the Coastal Energy Impact Grant program, the Town of Seabrook proposed to conduct an analysis of the three referenced docks as to their present physical condition, the use now being made of them, and conclusions as to the need for their improvements and their potential for increased use in the future. The location of these three sites is shown on Figure 2.

The study and analysis has been conducted in cooperation with the Seabrook Planning Board, the Seabrook Board of Selectmen with the cooperation of members of the Town staff, the State of New Hampshire, and the public at large, and has been presented through a series of Tasks from 1 through 9 for the parking analysis, and 1 through 6 for the boat launch site analysis. Supporting data, including interim reports and other information, are presented either in the body of this report, or as appendices thereto. This final report presents the findings and conclusions supported by graphic and tabular details on both the parking and launch site analyses.



SEABROOK BEACH
EXISTING PARKING PATTERN

FIG. 1

SEABROOK BEACH PARKING AND LAUNCH SITE ANALYSIS

SECTION 2

SEABROOK BEACH PARKING ANALYSIS, TASKS 1-9

The work under the contract for the Seabrook Beach Parking and Launch Site project involved two distinct and separate programs, the first and most critical being the problem dealing the Seabrook Beach parking as related to access to Seabrook Beach (ocean side). The second portion of the analysis deals with three launching sites providing access to salt water at uptown locations. Because of the emphasis being put on the Beach parking program, this analysis was given first priority. The following tasks, which were identified as being required under our contract, are outline below.

A. BEACH PARKING ANALYSIS

TASK 1. Inventory existing conditions to determine the extent of the parking problem associated with Seabrook Beach.

The work under this task was completed in two phases, the first being a review of previous reports dealing with the Seabrook Beaches and the extent of their uses by the public, as well as residents. The second phase was the actual conducting of "space" counts to establish the number of existing parking spaces available in the Beach area.

The June, 1978 study conducted by the Strafford Rockingham Regional Planning Council divided Seabrook Beach into three sections and analyzed parking spaces versus optimum use of the Beach area. The three sections are: S-1 Massachusetts line to Hudson Street, Seabrook; S-2 Hudson Street to Hampton line; and S-3 Riverfront Beach (Harbor Beach). The following two tables are a summary of the findings of this study.

TABLE 1 Counted Parking Spaces at New Hampshire Coastal Beaches

AREA	PUBLIC SPACES	+ PRIVATE SPACES	= TOTAL SPACES	X NO. OF PERSONS PER CAR	= NO. OF PERSONS AT PEAK MOMENT
S-1	331	390	721	3.47	2501
S-2	424	188	612	3.47	2123
S-3	250	89	339	3.47	1176

SECTION 2 (continued)

SEABROOK BEACH PARKING ANALYSIS, TASKS 1-9

TABLE 2 Beach Capacity

AREA	COUNT OF NO. PERSONS AT PEAK MOMENT	<u>HIGH TIDE</u>		<u>LOW TIDE</u>	
		OPTIMUM CAPACITY	MAXIMUM CAPACITY	OPTIMUM CAPACITY	MAXIMUM CAPACITY
S-1	2501	1155	2310	5973	11946
S-2	2123	759	1518	2178	4356
S-3	1176	0	0	0	0

Area S-1 consists of approximately 3.5 acres of dry sand beach (above high water) and 20.3 acres of dunes. The beach is of both ecological and recreational value, as well as cultural value, because it is one of the last good sand dune lines in New Hampshire. There is no doubt that this beach is excellent and unique to the coastline of New Hampshire, and thus very desirable to beachgoers. The beach area S-2 consists of approximately 2.3 acres of dry sand beach (above high water). The beach is of ecological value as it protects development to the west, and of recreational value because of its excellent sandy beach. It is estimated that the future demand on this beach will increase, although it is of lesser quality than the S-1 beach. Beach area S-3 is owned by the State of New Hampshire and is currently being used in part by the Public Service Company of New Hampshire for a barge facility. The beach is not heavily used but the area to the south is suitable for small children due to the lack of waves. The area near the harbor entrance has a swift current so it is not suitable for swimming. Adjacent parking is used by beachgoers, as well as clam diggers, bird watches, and small boat owners.

The rights-of-way to Seabrook Beach have some protection by the No Parking Ordinance, as well as the restrictions on the deed which are required by the Town of Seabrook. Some of the paths through the dunes have boardwalks to help protect erosion of the dunes, while others do not.

While it is very straightforward to determine the existing available parking spaces within the beach area, it is very difficult to determine the present and future requirements for parking to support the use of the beaches by the public. In general, it is known that the majority of Seabrook Beach lots

SECTION 2 (continued)

SEABROOK BEACH PARKING ANALYSIS, TASKS 1-9

(approximately 771) have been built on, and while there is a trend in the converting of seasonal residences to year-round residences, the total number of people who, during the summer, live at the beach and utilize the beach facilities will not change drastically in the future. In other words, the beach area population is close to the saturation point.

Within the beach area itself 410 public parking spaces exist within the street rights-of-way. This does not include any parking along Route 1A, at the 286 intersection, or in the Harbor Beach area. The public parking spaces are used both by beach residents and their guests, as well as Seabrook and out of town residents requiring access to the beaches.

Based on uptown population of 6,000, and an estimate of 20% of those people using the Beach at any one time, 1,200 residents would require access. Utilizing a figure of 3.47 people per parked vehicle, a total of 345 +/- parking spaces may be required to satisfy the need.

TASK 2. Meeting with municipal officers and local officials.

The following is a summary of meetings held with various officials and individuals with knowledge or interest in the Seabrook Beach parking problem.

SEABROOK BEACH DISTRICT COMMISSION (SBDC)

The SBDC recognized the need to provide parking for uptown Seabrook residents and access to the beach area. They felt, however, that the existing problems concerning parking dealt more with management of available parking spaces rather than the need for additional structured parking within the beach area. The following points were discussed at the Beach Precinct District meeting.

1. The Town should provide parking for Seabrook residents and their guests.
2. The area does not necessarily need more parking, but needs better management and control so that cars do not park illegally, blocking access for emergency vehicles.
- ✓ 3. They see Seabrook Beach for the townspeople; they do not see it as a commercial enterprise such as Salisbury and Hampton.
4. If proper management of the parking spaces at Seabrook Beach does not provide adequate spaces for Seabrook residents, then structured lots operating on a sticker system should be constructed. It was also pointed out that it may be possible to utilize the church parking lot to provide parking for Town residents when not in use for church purposes.

TASK 3. Conduct aerial survey of the project area.

Aerial photographs have been taken of the project area and, combined with field work conducted by Kimball Chase Company, Inc., has been utilized to create a photographic model of the Beach area. Figure 1 shows at reduced scale, Seabrook Beach area with existing parking pattern.

SECTION 2 (continued)

SEABROOK BEACH PARKING ANALYSIS, TASKS 1-9

Task 4. Photographic Model

Prepared as a part of this study is a photographic model at a scale of 1" - 100' of the entire Beach area from State Line Street to the Seabrook/Hampton Town Line. Shown on the model are the street names, parking patterns, undeveloped lots, and rights-of-way to the Beach area. The photographic model has been invaluable in accurately determining the available parking spaces and land use within the general project area. The large scale model will be transmitted to the Town for future reference and use.

Task 5. Base Plans of Potential Parking Sites

To analyze the potential of available additional parking sites and their best and most economical use, site inspection together with existing Town Maps, aerial photographs and other data have been used to prepare base plans sufficient for the development of preliminary layouts. Preliminary studies of the Haverhill and Hooksett Street lots shows that their development could result in approximately 122 parking spaces. The Town should also consider development of rest room facilities at these two areas for use of beachgoers who do not have access to residences. Four site plans have been used in preparing preliminary site plans under Task 6.

It is important at this point in the study to develop with the Planning Board a direction for solving the identified parking problems. Based on our knowledge of the problem at this time, we offer the following thoughts.

- ✓ 1. There exists an immediate need for the development of parking facilities to be utilized by residents of the Town of Seabrook so that they can easily utilize the Seabrook Beach area.
2. The consultant, working with the Planning Board and the Board of Selectmen, should review the existing parking ordinance, and in conjunction with the Police Department, develop a strategy for the better control of parking at the Beach area so as to eliminate illegal parking which interferes dramatically with the safety of the area, the aesthetic quality of the area, and the overall quality of life of Beach residents.
- ✓ 3. A parking management plan will not necessarily provide additional parking for uptown residents who utilize the Beach, and, in fact, may decrease the amount of parking spaces available.
4. A parking lot on the westerly side of Route 1A should be discouraged as it interferes with traffic along Route 1A, is a safety hazard for pedestrians because of lack of crosswalks, and could interfere with emergency vehicles at peak traffic periods.
5. Very few vacant lots exist within the Seabrook Beach area. A few locations, however, are available for immediate consideration.
 - a. Property at the corner of Hooksett and Suncook Street.
 - b. Vacant lot on the corner of Haverhill Street and Route 1A.
 - c. Town owned property on Atlantic Avenue, between Haverhill Street and Lawrence Street.
 - d. Parking lot at St. Elizabeth's Church.
 - e. Lot on West Side of Route 1A.

SECTION 2 (continued)

SEABROOK BEACH PARKING ANALYSIS, TASKS 1-9

Task 6. Preliminary Site Plan and Cost Estimate

Preliminary site plans have been prepared for those sites given in the priority listing. They are included in this report as follows:

- Priority 1: On Street Parking on Haverhill St. & Hooksett St., Fig. 3
- Priority 2: Town Owned Land (selected areas only) West Side of Atlantic Ave. between Haverhill St. & Lawrence St., Fig. 4
- Priority 3: Junction of Hooksett St. & Suncook St., Fig. 5
- Priority 4: Junction of Haverhill St. and the Boulevard, Fig. 6

NOTE: As discussed elsewhere, the site selected earlier on the west side of the Boulevard, opposite Haverhill St., has been omitted because of the constraints of environmental encroachment and safety.

The utilization of the church parking lot, because of its use on critical periods on weekends has not been considered as a viable option, and no plan has been prepared for its use.

Until the termination of the season's program, and the findings thereof, no cost estimates have been prepared. It appears to the best advantage of the Town to prepare designs and cost estimates reflecting actual factual needs in order of priority, based on the findings of the monitoring program.

Task 7. Environmental Assessment

All areas selected for parking and beach access were carefully analyzed as to their possible effect on the environment. With one exception, all sites were either being utilized for parking at the present, or have been in the past, and are presently included in approved subdivision areas for further development as building sites. With no change planned in the use of the sites, with one exception, there will be no adverse effect on the environment through the control or development of existing or new parking areas. The one exception being the area west of the Boulevard approximately opposite Haverhill Street where encroachment would be necessary on existing areas of beach grass and sand dunes. Because of the strong recommendation of the consultant as to the danger of pedestrian crossing of Route 1A to get to the beach, and the density of traffic at peak periods on weekends and holidays, this site is not being considered as viable under the present program and therefore its impact will not be discussed further.

The adoption of the recommendations for the installation of a sanitary facility (toilet building) adjacent to the Beach use area is considered to be a major improvement step in bettering the sanitary conditions and should have a long range beneficial effect on the beach environment.

SECTION 2 (continued)

SEABROOK BEACH PARKING ANALYSIS, TASKS 1-9

Task 8. Public Hearing (February 1, 1983)

In preparation for the public hearing required before Town Meeting, special meetings were held with the Beach Precinct Commission, the Town Planning Board, the Board of Selectmen and finally the Budget Committee. These meetings were held to review the findings and conclusions reached to date and develop with the Board of Selectmen and the Planning Board a joint approved plan for parking improvements which could be submitted to the Town Meeting for implementation and funding.

✓ Based on the analysis of existing conditions by the consultant through the noted interviews and assembly and review of historic data, it had become increasingly clear that, despite the volume of material studied, that no definite assessment of the oceanfront beach use and parking needs for the uptown residents (all permanent residents living west of Blackwater River) could be made.

✓ Further, despite the strong testimony of Beach residents, Town Officials, and all persons interviewed, that State and local street parking was being pre-empted by nonresident visitors, transients and miscellaneous parking space savers on weekends and other high use periods, no firm assessment in numbers of parking spaces desired by Beach residents could be made.

Comments and testimony was also heard on the need for sanitary facilities for Beach users to eliminate a continuing and increasingly offensive and unsanitary situation of the public relieving themselves through individual local toiletry on site.

- A. To more accurately define the requirements of all of the foregoing, the the consultants have recommended the following:
1. A Seasonal Interim Parking Management Plan
 2. The installation of a seasonal sanitary facility
 3. That the Town engage the consulting firm to develop the monitoring program and plan for sanitary facilities and further supervise the monitoring program and report the findings and conclusions resulting therefrom.
- B. The Seasonal Interim Program, including cost estimates, recommended to the Town as set forth in detail by letter of January 25, 1983, was approved for submittal to the Town at the Public Hearing on February 1, 1983, and to the Town at the March 1983 Town Meeting and is included in this report as Appendix I.
- C. The Information Sheet distributed at the Public Hearing held on February 1, 1983 by the Town Planning Board is included herewith as Appendix II.

Task 9. Hearing Review Meetings

Following the Public Hearing, review meetings were held with representatives of the Planning Board, and the Board of Selectmen, to analyze the comments of the participants on the proposed program preparatory to its submission to the Budget Committee and then to the Town Meeting for vote.

SECTION 2 (continued)

SEABROOK BEACH PARKING ANALYSIS, TASKS 1-9

Task 9, Continued

A copy of Articles 23 and 22 as posted in the Town Warrant covering the Installation of Sanitary Facilities and the Interim Parking Management Plan is included as Appendix III.

The voters at the March 1983 Town Meeting amended Article 23 for the Sanitary Facility by changing the location to one adjacent to the Police Station and reduced the funding to \$10,000.00. Article 22 on the Interim Parking Program was approved as submitted.

SEABROOK BEACH PARKING AND LAUNCH SITE ANALYSIS

SECTION 2 (continued)

BOAT LAUNCH SITE ANALYSIS - TASKS 1-6

The second portion of the program involved analysis and investigation of three boat launching sites, Walton Road, Farm Lane, and Rocks Road (see figure 2).

- A. Spot aerial photographs of each launching site have been obtained of each launching site and we plan to use these as our work on the docking site progresses for our base plans.
- B. Soundings have been taken from the junction of each creek from the limit of the harbor to the dock sites to determine the average depths of water at low water.
- C. Field inspections have been made of each site and have obtained such data as is available on ownership, public access and other features for examination and analysis for the recommended utilization of each dock area as may be appropriate.

Task 1. Field Surveys, Sounding and Data Assembly.

- A. Walton Road Dock - using aerial photography and Town Tax maps, together with standard sounding procedures, augmented by discussions with Town officials, it was possible to analyze the practicality of utilizing this dock with engineering surveys and cost estimate. The discussions contained in the progress report well set forth the disadvantages of further development of the Walton Road Dock and the recommendation not to consider this site further is reaffirmed. See Figure 2.
- B. Farm Lane Dock - following the field survey work and soundings, a site plan has been produced showing the limited improvements which have been recommended.

The advantages of the site have been well covered in the progress report and are reaffirmed. The results of the soundings, however, which indicate virtually no water at low tide over most of the channel have precluded any major improvements beyond those in existence.

Until such time as channel dredging can be accomplished, recommended improvements are limited to formal parking layouts for both vehicles and trailers, the provision for easier turning and some cleaning of the ramp of accumulated silt.

It is regrettable that this site is not more useable as it is the most accessible to townspeople and its channel is the shortest to deep water. See Figure 7.

SECTION 2 (continued)

BOAT LAUNCH SITE ANALYSIS - TASKS 1-6

- C. Rocks Road Dock - site plans have been prepared delineating passive recreation areas together with an improved paved launching ramp. In addition, the site plan shows the access road connection to the permanent northerly Seabrook Station access road as described in the progress report.

The soundings taken show the best water at low tide of all the sites with small boat access possible almost all of the time. Completion of the partially constructed launching ramp is recommended with improvements for parking and the turning of vehicles and trailers.

All the site will be outside the permanent enclosure of Seabrook Station and should provide an excellent recreation and water access facility for many townspeople. See Figure 8.

Task 2. Aerial Photographs.

Spot aerial photographs have been made of each site and have been utilized in analyzing the use of the site and the improvements to be made.

Task 3. Meetings.

Meetings have been held with representatives of Public Service Company. Preliminary plans for the site prepared by PSC have been utilized in the development of final site plans. The company has been fully cooperative and intends to fulfill its obligation to make the Rocks Road site completely available. See Appendix VI.

Task 4. Preliminary Site Development Plans and Cost Estimates.

- | | | |
|----|---|----------|
| A. | Walton Road Dock - Spot Aerial only included | Figure 2 |
| B. | Farm Lane Dock - Preliminary Plan of area with Improvements and Cost Estimates included | Figure 7 |
| C. | Rocks Road Dock - Preliminary Improvement Plans and Total Cost Estimates included | Figure 8 |

Task 5. Environmental Assessment Statement

- A. Walton Rock Dock - Statement not required as this site will not be considered further.
- B. Farm Lane Dock - The recommended improvements do not change the existing physical characteristics of the area and therefore will in no way encroach on or affect the surrounding environment.

SECTION 2 (continued)

BOAT LAUNCH SITE ANALYSIS - TASKS 1-6

- C. Rocks Road Dock - In the construction of Seabrook Station, a sheet piling wall was constructed to limit the encroachment of the facility's heavy work area into the marsh. At the base of this wall along the marsh side a fill area was constructed part way to the Rocks Road dock area. To reach this temporary access road from the northerly access road to Seabrook Station from Route 1, a concrete bridge was constructed over the utility tunnel. Due to its narrow width and the fact that the easterly end overlaps the permanent Seabrook Station boundaries, an access road was constructed a short distance away from the original construction across the marsh from the construction work area and the utility tunnel. To reach this access road from the concrete bridge, a short area of fill will be required across the westerly end of the marsh area between the two access roads. This latter short construction link will then permit the removal of an equally short section adjacent thereto of the existing roadway fill. This construction will provide a complete public connection without gates from Lafayette Road via the north access to Seabrook Station directly across the concrete bridge to the Rocks Road dock and recreation area. Both use-wise and environmentally, it would appear that this route would offer the least adverse effect on the environment, the marsh, and the surrounding area. Virtually 90% of the encroachment on the marsh has been in place for a number of years, and with proper landscaping, drainage, and other controls, further adverse environmental impact would be minimal.

The alternate, for Public Service Company to provide an access route to the Rocks Road area for the Town (per original agreement), would be to widen the area along the sheet pile retaining wall, and extend the easterly end as required to the Rocks Road area, and remove all of the fill material forming the presently used roadway. The net effect of this alternate access construction would appear to create more adverse effect on the surrounding marsh and other features than would be the case under the first suggested route.

It will be the intent of all involved in the construction of the access to minimize encroachment on the marshland through strict control of all features of the construction, the replanting of vegetation where possible, and the restriction of any further unwarranted encroachment on natural areas.

See Appendix V - Warrant Article 13, Seabrook Town Meeting, March 7, 1974, discontinuing Rocks Road subject to Agreement with Public Service Company of New Hampshire on reconstruction and maintenance.

See Appendix VI- Agreement with Public Service Company of New Hampshire, dated August 13, 1975, signed 22nd August 1975, on reconstruction of Rocks Road.

Task 6 - Periodic Meetings with Boards of Selectmen and Planning Board have been conducted. Representatives of the Boards have been kept informed of the progress of the investigations.

SEABROOK BEACH PARKING AND LAUNCH SITE ANALYSIS

SECTION 3

INTERIM PARKING PROGRAM

A. SEABROOK BEACH PARKING AND SANITARY FACILITIES

With the evidence obtained in performing Tasks 1-9 and as a result of working meetings with the Seabrook Planning Board and the Precinct Commission, it became increasingly evident that positive steps needed to be taken to determine the number of uptown Seabrook residents who would like to utilize the beach front now and in the foreseeable future, and to provide a management plan for beach parking which would respect not only uptown residents but beach residents as well, if we are to develop and recommend to the Town a long range program. The need for sanitary facilities also has been a concern for all, and should be included in both an interim and long range beach management program. Because of the virtual impossibility of accurately determining the parking needs of uptown residents and those of the beach residents through questions and other research, it is recommended that an Interim Parking and Beach Use Management Plan be implemented for the coming season to include the following elements. The data obtained through this program will be utilized to complement the ongoing study towards the final plan to be adopted by the Town for parking and beach management at Seabrook Beach.

1. Interim (one year) Parking Management Plan

To as accurately as possible ascertain the volume of beach utilization by townspeople for the present and for the future, it is recommended that temporary parking ordinances be enacted by the Board of Selectmen prior to June 1, 1983, so that all residents both uptown and at the beach, as well as property owners who rent or lease their property, be informed of the parking controls to be in effect from May 20 through September 5, 1983.

- a. Establish permit parking for uptown residents only, along the southerly side of Haverhill Street, and the east side of Atlantic Avenue (parking not permitted at present), from Haverhill Street to Hooksett Street, and on the extension of Hooksett Street between Atlantic Avenue and the Beach. Permits to be prepared under the direction of the Planning Board, and issued at a location to be designated by the Board of Selectmen. They will be distinctive in color and numbered to identify applicants and users, and will be made such that they can be attached, at a visible location, on the vehicles used for transporting townspeople to the beach.

SECTION 3 (continued)

INTERIM PARKING PROGRAM

In order to allow parking on Atlantic Avenue, it will be necessary to designate one way traffic between Haverhill Street and Hooksett Street from May 30 through September 5, 1983. We recommend Atlantic Avenue, in this location, be made one way heading north with parking on the east side.

This program will allow for parking of approximately 140 cars for uptown residents.

- b. Establish by ordinance a beach resident parking system for all other streets where parking presently exists in the Town of Seabrook, east of Route 1A. These resident parking permits, for beach residents and property owners, shall be of a distinctive color and designed so that they may be transferred from one vehicle to another where leases or rental properties change clients during the summer season. These will be free of charge, and restricted to two permits per resident unit.
- c. Route 1A will be posted for such portions of its entire length, both sides, as may be determined by the Board of Selectmen, to eliminate the parking hazards which have been caused by the indiscriminate previous parking and lack of a positive management and tow-away program.
- d. Establish a tow-away program for all violators of the newly created parking ordinances, utilizing the existing Public Service Company barge facility on a temporary basis pending the development of suitable arrangements for such use, and private tow-away services.
- e. In order to carry out the foregoing operational plan, including monitoring of the beach and parking use, and further, to enforce the interim ordinances, it is recommended that the Selectmen authorize a temporary workforce to include, but not be limited to the following:
 - (1) Two temporary police officers or meter maids, as appropriate, to provide the local police with the necessary staff to identify and tag and tow away violators. The tentative hours of surveillance to be from 10 a.m. to 6 p.m., seven days per week, for thirteen weeks. These two employees to be under the direction of the Police Department.
 - (2) One part-time summer employee to monitor (identify uptown permit parking use and beach resident parking, where possible) the number of uptown residents who use the beach (including number of vehicles, frequency of use, number of family members involved, and other related data). Such monitoring to be by personal contact and by use of questionnaires, as they may be deemed necessary. This may be done by existing staff, if available.

SECTION 3 (continued)

INTERIM PARKING PROGRAM

2. Sanitary Facilities

It is recommended that one toilet building (approximately 10' x 30' in size) be permanently installed on public rights-of-way at the beach end of Hooksett Street. This location being considered to serve the greatest number of beach users. It is further recommended that one additional summer employee be utilized to maintain the operation of the sanitary facility as a primary duty. This may be accomplished using existing help, if available.

3. Analysis of Interim Parking and Beach Use Program

It is recommended that the Board of Selectmen employ the consulting firm to develop the monitoring program, the system of record keeping, and thereby firmly establish the long range plan for the possible acquisition and development of permanent off street parking locations for uptown residents. The final evaluation of the effectiveness of the interim program to be used in finalizing the long range plan to be presented to the townspeople at the 1984 Town Meeting.

It is further recommended that the Selectmen engage the consultants to prepare plans and specifications and supervise the construction of the sanitary facility (toilet building) such that it be in operation for the 1983 summer beach session.

The estimated costs for each step in the recommended foregoing summer program have been identified below, for review and/or approval by the Planning Board, the Board of Selectmen and the Budget Committee, for inclusion in the 1983 Town Warrant. It is anticipated that, upon approval by the townspeople of Seabrook, at this year's Town Meeting, no later than March 15, that the recommended program can be developed and placed in operation prior to May 30, 1983.

Cost Estimate - Fiscal Year 1983

1. Interim (one year) Parking Management Plan

Capital Costs	
a. Permit System	\$1,500
b. Signage	1,000
c. Pavement Marking	500
	<u>\$3,000</u> Subtotal
Management Personnel	
a. Police Patrol	\$6,000
b. Transportation	1,000
c. System Monitoring*	1,200
d. Consultant Fees	2,500
	<u>\$10,700</u> Subtotal
e. Signs, Pavement Marking, etc.	3,000
	<u>\$13,700</u> Total

SECTION 3 (continued)

INTERIM PARKING PROGRAM

2. Toilet Facilities

Capital Costs	
a. Structure	\$30,000
b. Septic System	5,000
c. Engineering	3,500
	<u>\$38,500</u> Total
Maintenance*	\$ 3,000
Miscellaneous	
a. Land Appraisals	\$ 1,000

*May be done with existing personnel.

NOTE: At the 1983 Town Meeting the funding for the sanitary or toilet facilities was amended to appropriate a total sum of \$10,000.00 for all activities in connection with the establishment of sanitary facilities.

SEABROOK BEACH PARKING AND LAUNCH SITE ANALYSIS

SECTION 3 (continued)

LAUNCH SITE ANALYSIS

B. LAUNCH SITES

With the information derived in the work undertaken in Tasks 1-6, the evaluation of each launching site has resulted in the following findings.

1. Walton Road Site - See Figure 2.

While the actual docking point at the site of the earlier Tide Mill is slightly shorter to the harbor location than any of the other sites, the access to the docking site does not appear to be practical from several aspects.

- A. From all information and from observation and discussions with residents, we find that there is no existing public access from the town-owned portion of Walton Road to the docking site, and that an access road for public use would have to be laid out by the Board of Selectmen and the Town, as required by law, over private property.
- B. The portion of the existing marsh road from the last dwelling to the creek has no structure whatsoever, except for clamshells, and some gravelly material placed many years ago, which has virtually disappeared. Most normal tides tend to flood portions of the marsh road, and all high-run tides flood it to varying depths.
- C. The potential practical launching site at the creek has no formal shape whatsoever, having only a sloping rocky face extending from marsh level partially over the mud flats to the water. Extensive work would be required to prepare a usable launching ramp, parking area, and other facilities to make it possible to utilize the site for even a limited use. In addition to the practical construction problems encroachment on the marsh for both the access road and the launching area would be subject to the extensive permit requirements for utilization of wetlands.

Based on the foregoing evaluation, and further on information from abutters and others on the almost non-use of this site, it will be our recommendation that the Walton Road dock not be considered further for a Town landing area. This recommendation being particularly pertinent in comparison with the very evident better sites at Farm Lane and Rocks Road.

SECTION 3 (continued)

LAUNCH SITE ANALYSIS

2. Farm Lane - See Figure 2.

This site has already been improved in a number of areas, including some dredging, the construction of an asphalt-paved launching ramp, and an improved parking area sufficient for a reasonable number of vehicles. The entire site is also owned in fee by the Town of Seabrook, with access directly from the Town-owned Farm Lane Road.

In addition to the spot photograph, field surveys have been made in conjunction with excerpts from the Town's records and using these and other information, a plan of improvement will be developed with cost estimates of their construction. It is our recommendation that we proceed with the preparation of final plans for permanent utilization of this site for water access and other appropriate related facilities.

3. Rocks Road - See Figure 2.

In addition to the spot photograph, we have met with members of the staff of the Public Service Company of New Hampshire and have with their complete cooperation obtained plans for the improvement and utilization of the Rocks Road site outside the limits of the ultimate fenced area for Seabrook Station. Access to the Rocks Road site, which has been a matter of concern we believe can be worked out satisfactorily, such that the Rocks Road launching area can be reached via the north access road to Seabrook Station across the concrete bridge constructed by Public Service Company over the utility lines, and thence by a causeway constructed for temporary use by Public Service Company to the Rocks area, which we feel can be turned over to the Town and utilized for a permanent access.

The site itself, apart from its proximity to Seabrook Station, can be utilized as it now exists for passive recreation, such as picnicking, bird watching, and other uses. To be used as a docking area, considerable work will have to be done in the construction of a ramp and other services for proper maintenance and operation. The channel itself, while slightly circuitous, is very scenic, and provides a very pleasant and relatively short access to the mouth of Brown's River. Again, it is our recommendation that we proceed with the preparation of final plans for permanent utilization of this site for water access and other appropriate related facilities.

SEABROOK BEACH PARKING AND LAUNCH SITE ANALYSIS

SECTION 4

IMPLEMENTATION OF INTERIM PARKING PLAN AND INSTALLATION OF SANITARY FACILITY

A. Parking Plan - The Interim Program was initiated as follows:

1. The consultant was engaged under separate Town agreement to develop the recommended monitoring program to include the preparation of appropriate parking regulations, signing, pavement marking, and procedures for monitoring, analyzing and recommending at the conclusion of the seasonal program long range parking regulations and sites for both up-town and beach residents.
2. By the installation of appropriate pavement marking and signing by the Traffic Division of the New Hampshire Department of Public Works and Highways
 - (a) designating Atlantic Avenue one way North and establishing 32± parking spaces at appropriate locations on the ocean side of Atlantic Avenue for uptown residents to be occupied only by up-town residents displaying a green sticker on the parked vehicles. This legal parking provision also applied to the southerly side of Haverhill Street from the Boulevard to Atlantic Avenue and from Atlantic Avenue to the Beach limits on the south side of Hooksett Street.
 - (b) designating beach resident parking on one side only (where parking is presently permitted) on all streets east of the Boulevard from the State line to Hooksett Street inclusive for Beach residents. The yellow cards to be issued for each dwelling unit. The cards to be displayed in the windshield of the parked vehicle.
 - (c) by the engagement of two temporary people and an alternate to serve as monitors of the program.
 - (d) The program for the beach resident parking also indicates that factual information can be developed on the advantages to be derived to beach residents by regulating parking where previously it has been uncontrolled. Instructions establishing the procedures for the monitoring program, together with data sheets, have been furnished Town personnel.

B. Sanitary Facility

1. In lieu of mobile sanitary facilities which were unavailable due to budgetary constraints and time to furnish and install, chemical toilets

SECTION 4 (Continued)

IMPLEMENTATION OF INTERIM PARKING PLAN AND INSTALLATION OF SANITARY FACILITY

B. 1. (continued)

serviced bi-weekly or more often, as required, have been installed in the prescribed location and enclosed by a semi-private sanitary security fence system. At the 1983 Town Meeting it was voted to install the sanitary facility in the parking lot adjacent to the Police Station on Route #1A (the Boulevard), rather than near the main beach front as recommended for the Interim Program.

2. It is anticipated that the seasonal use of the leased sanitary facilities will be such that need for more permanent installations or its discontinuance will be made clear for appropriate action by Town officers for recommendation to the residents of the Town at the 1984 Town Meeting.

SEABROOK BEACH PARKING AND LAUNCH SITE ANALYSIS

SECTION 5

CONCLUSIONS AND RECOMMENDATIONS

A. BEACH PARKING PLAN

As of the date of this final report, both programs, Interim Parking and Sanitary Facilities, are operating with only minor modifications in procedures. The initial monitoring records indicate a marked improvement in available spaces for both uptown and beach residents. Of particular interest is the fact that the 10⁺ parking spaces on Haverhill Street, the 32 on Atlantic Avenue, and the 10⁺ spaces on Hooksett Street have not been fully utilized by uptown residents to date. While beach parking use by uptown residents may increase, it would appear that at least we will be able to identify the current requirements for beach use parking by uptown residents to the end that appropriate planning can be made for a long range parking plan for this use, a principal purpose for recommending and implementing the Interim Parking Program.

This report as it pertains to this phase of the analysis, has been delayed as long as practicable to utilize the data accumulated under the Interim Seasonal Program. Based on all earlier data assembled and the approximately one-month operation of the Interim Parking Program, it is concluded as follows:

1. That the requirements for beach use parking by uptown residents can be addressed on a priority basis as follows:
 - (a) The returning of Atlantic Avenue to a two-way street, and the elimination of all parking thereon.
 - (b) The continued designation of the parking spaces along Haverhill Street and Hooksett Street for uptown resident parking.
 - (c) The utilization by the Town of portions of the 40-ft. wide strip of land owned by the Town on the west side of Atlantic Avenue from Haverhill Street to Lawrence Street. Parking spaces in designated areas to be paved outside the limits of presently traveled roadway, and landscaped to reduce any adverse effect on abutting property owners.
 - (d) Redesign the intersection of Hooksett Street and Suncook Street to accommodate additional parking on Town owned property where ample width of right of way presently exists, followed by acquisition of a portion of the point of land between the two streets not occupied by structures nor suitable for construction, if the need for additional parking in this area develops.
 - (e) Consider the acquisition of additional parcels of private land for future concentrated parking areas as may be required for all residents of the Town for beach access.

SECTION 5 (Continued)

CONCLUSIONS AND RECOMMENDATIONS

- (f) Sketch plans for these priority recommended parking areas are included as figures 3, 4 and 5, following.
2. That the interim controls on cross streets established for beach residents be continued, and extended northerly to the Hampton line for the benefit of all beach residents, providing that the benefits which appear from the one-month operation of the Interim Program continue through the beach season.
- It is recommended that the furnishing of detailed cost estimates for the listed site improvements be delayed until the results of the monitoring program have been analyzed, such that finite recommendations can be made for both uptown and beach resident parking needs. These figures and designs will be made a part of the consultant's report under their separate on-going agreement with the Town of Seabrook.
3. It is recommended that the operation of the sanitary facilities (fenced enclosure with six chemical toilets) installed and operated adjacent to the Police Station in the parking lot on the inner harbor be continued in use for next season as a minimum. Their extensive utilization by transients and beach users on foot and in vehicles indicates that there may be a need for installations at one or more of the locations suggested in the analysis phase of this study. It would seem appropriate therefore that consideration be given to the addition of at least one more sanitary facility, either mobile or one similar to the one installed this past season, at the end of Haverhill or Hooksett Street, or other approved location.

B. BOAT LAUNCHING SITES

The findings resulting from the analysis and investigations of the three boat dock facilities, namely Walton Road Dock, Farm Lane Dock, and Rocks Road Dock, have been detailed in Section 3 of this report. Based on these findings which are the result of field surveys, soundings, and aerial photograph studies, it is concluded as follows:

1. Walton Road Site - that the lack of public right of way access over the rather long distance from the end of town-owned Walton Road to the docking site, the cost of constructing an access road over this distance, together with the need for complete construction of launching, parking and other facilities at the dock site itself, would be excessive, and could not be justified. It is recommended that no further consideration be given to improvement of this facility until such time as the two other docks being considered for improvement under this analysis are unable to provide adequate launching requirements for townspeople.
2. Farm Lane Dock - that the facilities provided at this dock appear adequate for present use and that until such time as channel dredging can be accomplished, that only minimal improvements be made. These to include the formalizing of the parking areas, improvements in turning, and the possible installation of floodlighting, if this becomes desirable as usage increases.

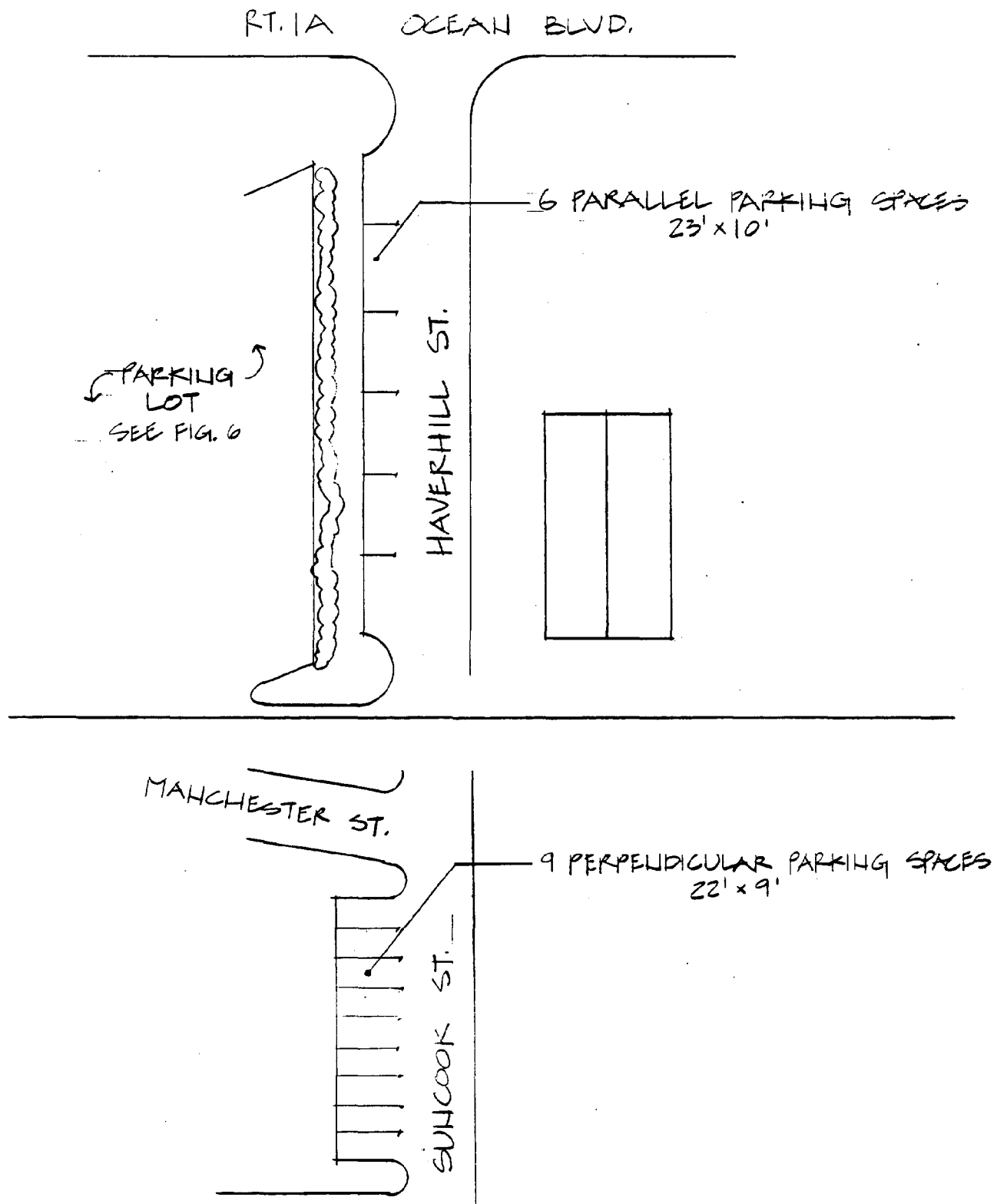
SECTION 5 (Continued)

CONCLUSIONS AND RECOMMENDATIONS

3. Rocks Road Dock - that this area potentially offers the best all-around launching and recreation site of the three being analyzed. Areas for picnicking, bird watching, and other forms of passive recreation are available. The proposed road connection between Lafayette Road and the dock are the shortest for all available sites and with the proposed construction of a launching ramp, water access from the upland to the harbor is the best to all tides and the most scenic. It is finally recommended that all of the improvements recommended be constructed and that a management plan be established for control of the use of all facilities.

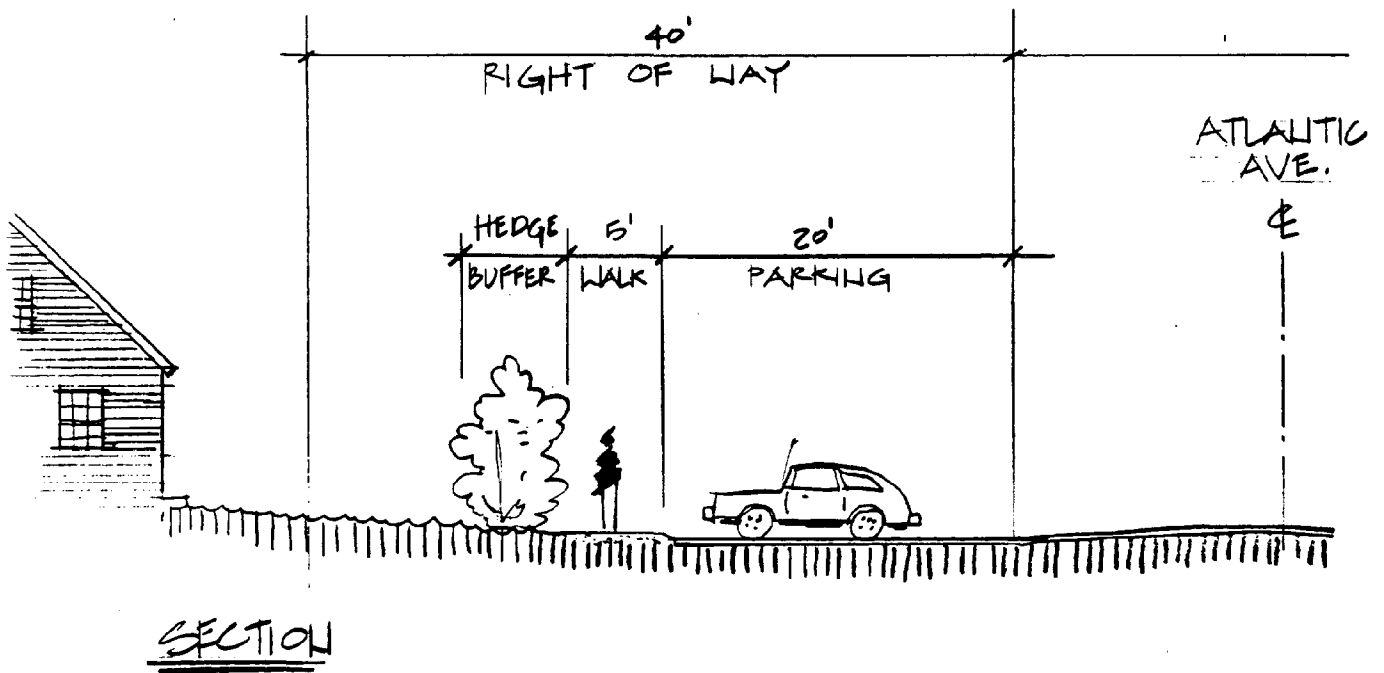
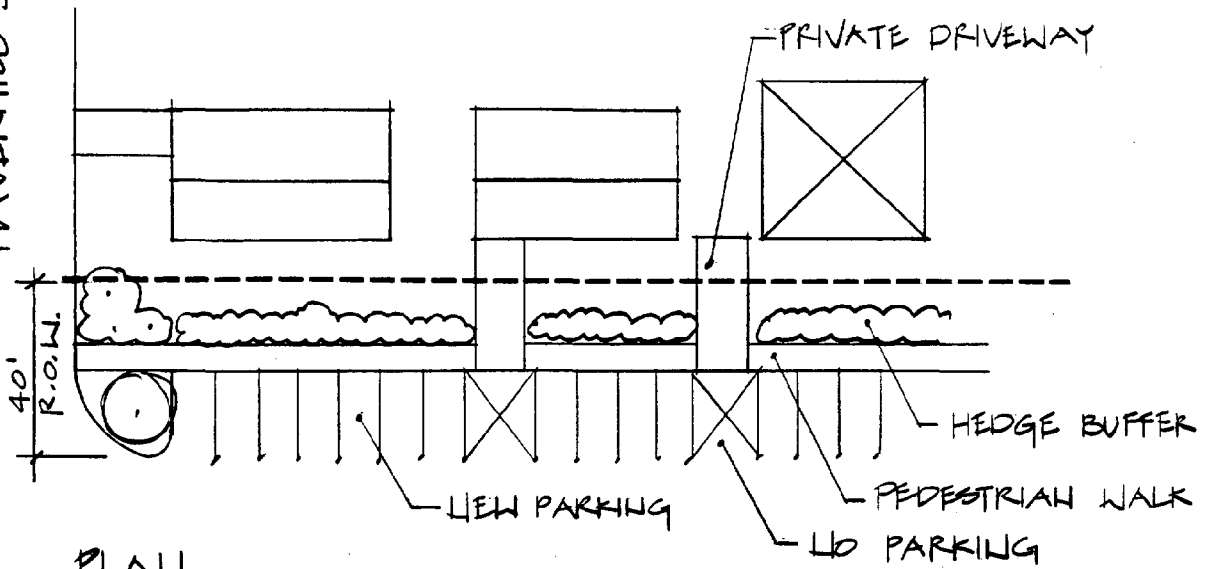
It is recommended that, upon approval of this report, that the Town consummate arrangements with the Public Service Company for the proportionate sharing of the construction, and that the proposed facility be designed, and construction plans prepared as soon as all funding is made available.

It is recommended that funding for the improvements recommended for Farm Lane and Rocks Road be considered for Town approval at the March 1984 Town Meeting, such that engineering and other necessary technical and legal matters can be completed for early construction in 1984. The work to be done essentially as depicted in preliminary form under Figures 7 and 8 of this report, following.

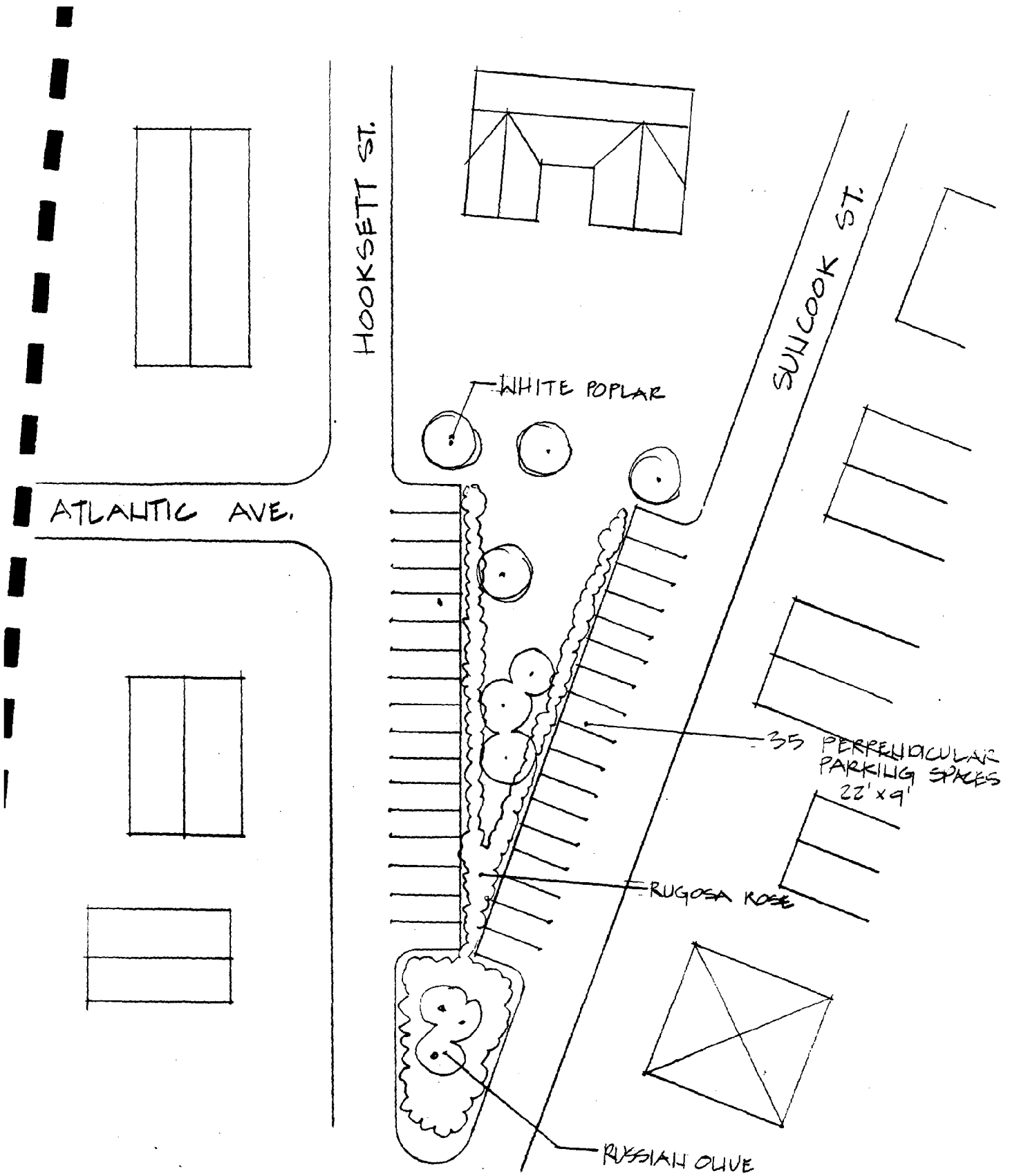


PARKING PLAN
HAVERHILL ST. & SUNCOOK ST.

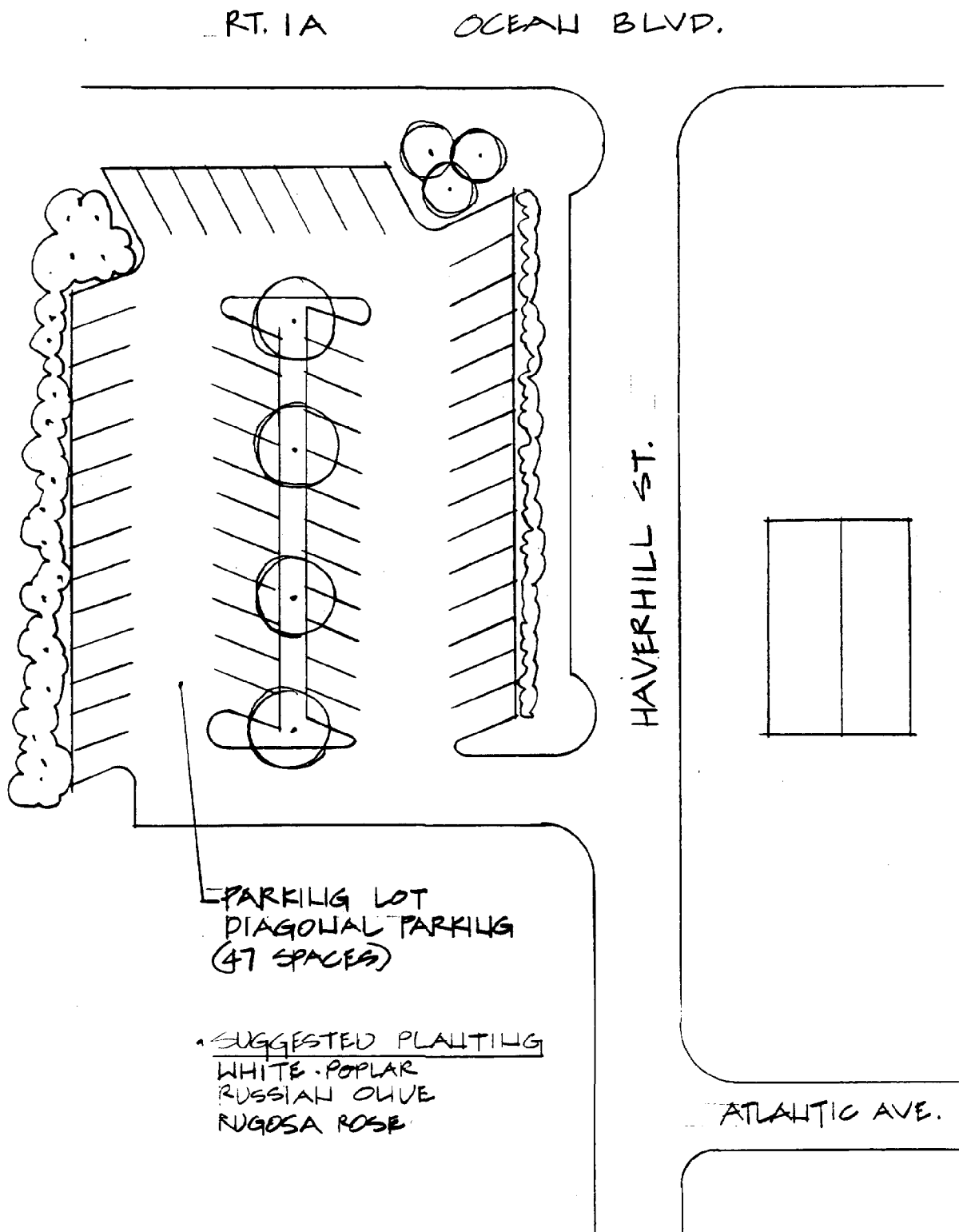
HAVERHILL ST.



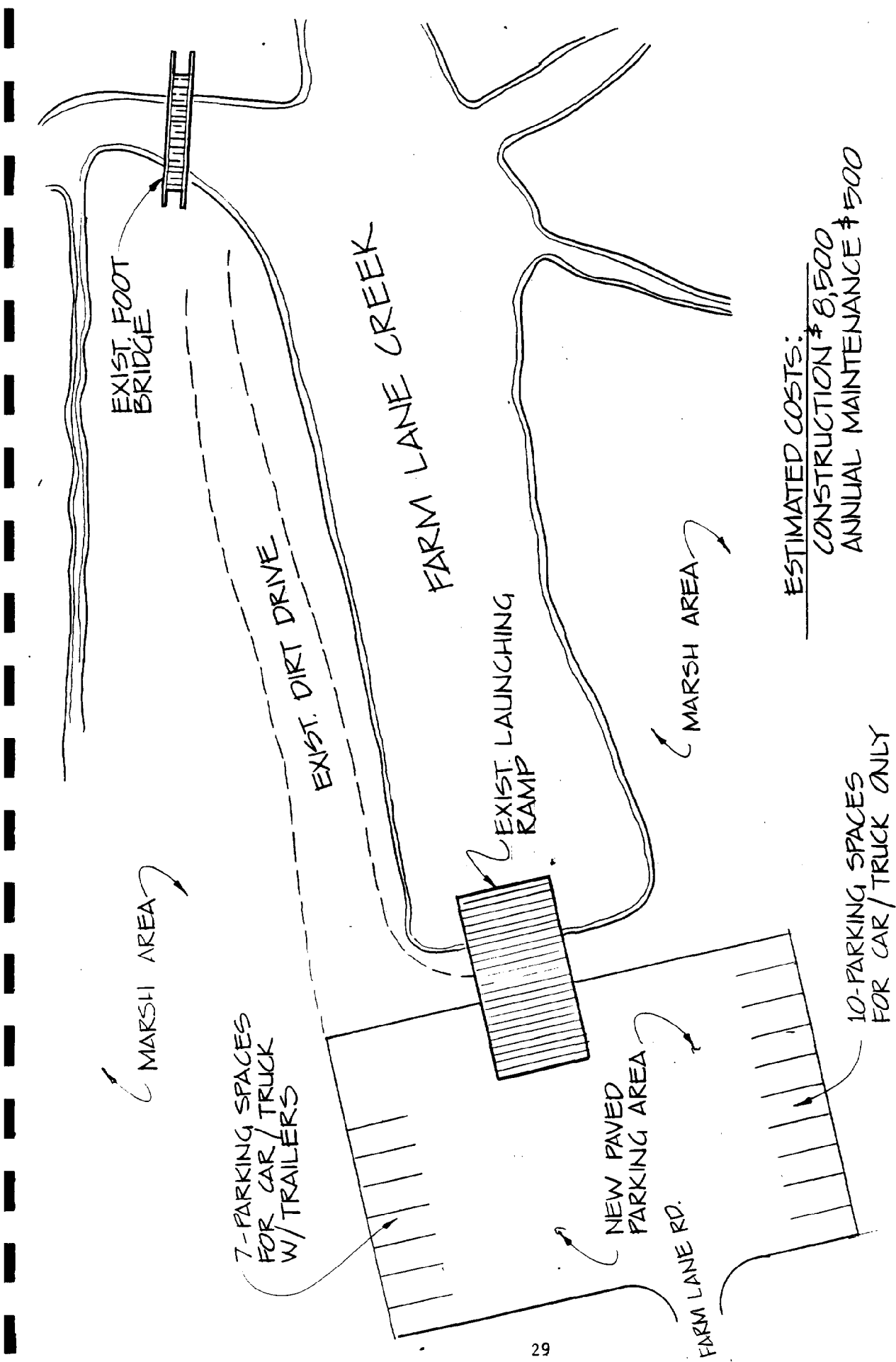
PARKING PLAN
WEST SIDE ATLANTIC AVE.
(TOWN OF SEABROOK LAND)



PARKING PLAN
HOOKESETT ST. & SUNCOOK ST.



PARKING PLAN
HAVERRHILL ST. & ROUTE 1-A



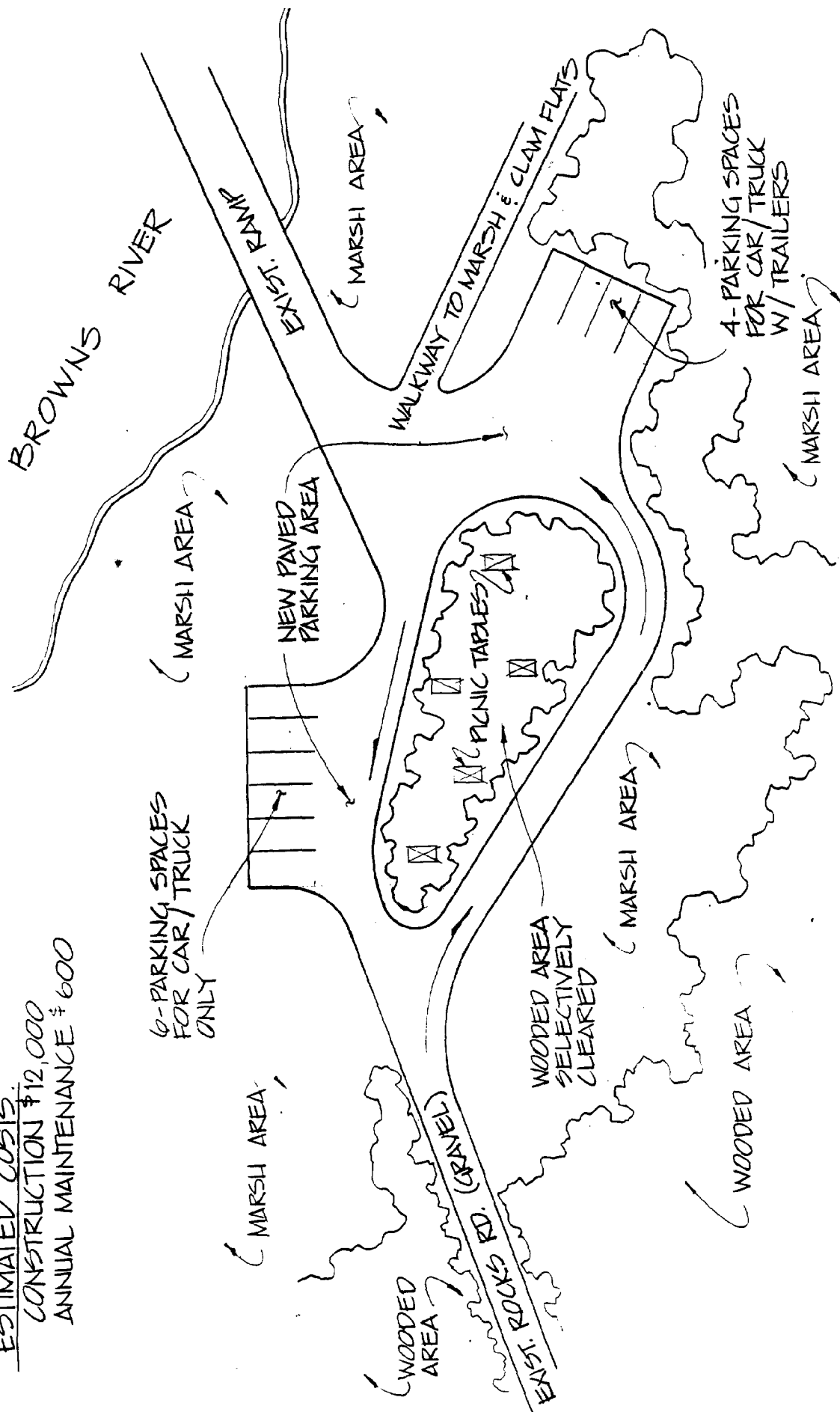
ESTIMATED COSTS:
CONSTRUCTION \$8,500
 ANNUAL MAINTENANCE \$500

FARM LANE DOCK IMPROVEMENTS

SCALE: 1"=40'

FIG. 7

ESTIMATED COSTS:
 CONSTRUCTION \$12,000
 ANNUAL MAINTENANCE \$600



ROCKS ROAD DOCK IMPROVEMENTS

SCALE: 1"=40'

FIG. 8

SEABROOK BEACH PARKING AND LAUNCH SITE ANALYSIS

SECTION 6

SUMMARY OF RECOMMENDATIONS

Recommendations - Beach Parking

Through the Interim Parking Plan, which was adopted at the 1983 Town Meeting upon recommendation of the Seabrook Planning Board and the Board of Selectmen, the current parking requirements for all beach residents from the state line to Hampton, east of the Boulevard, have been identified, as well as those of uptown residents who wish to use the oceanfront beach at Seabrook. The Interim Plan adopted provided for the limiting of parking on all streets east of the Boulevard from the state line to Hooksett Street to beach residents, and their guests, except for Haverhill Street, Hooksett Street and the east side of Atlantic Avenue, which was designated one-way north for the summer season. Based on the monitoring of this program, it is recommended that the parking control program be continued for beach resident parking and extended in scope to include all the remaining streets from Hooksett Street north to the Hampton town line. Further, it is recommended that the use of the parking spaces on Haverhill Street and Hooksett Street and on Atlantic Avenue be continued to be restricted for the use of uptown residents, with improvements by formalizing the design and layout of permanent parking spaces on Haverhill and Hooksett Streets, the utilization of town-owned land on Atlantic Avenue, and the redesign of the intersection of Hooksett Street and Suncook Street on both town-owned land, and a small section of private property which will need to be acquired to adequately build and landscape parking spaces in this area.

The foregoing summary of recommendations for beach parking planning is covered in detail under SECTION 5 preceding. Further, the report on the Interim Plan, the major portion of which was in operation for approximately two months following the completion of this report, will review the recommendations contained herein, supplemented by cost estimates for the proposed parking program.

Recommendations - Sanitary Facilities

The extensive utilization of the temporary sanitary facilities installed in the parking lot adjacent to the Fire Station as a part of the Interim Program, confirms the expressed need of citizens and others during the analysis program. It is recommended that as a minimum the operation of the sanitary facilities installed and used during this past season be continued at the above location, with consideration given to one or more comparable facilities, either at the end of Hooksett Street, the end of Haverhill Street, or at other locations as may be found to be needed in the future.

Recommendations - Boat Launching Sites

The findings and recommendations on the three boat launching sites analyzed, namely Walton Road, Farm Lane, and Rocks Road, have been enumerated in detail heretofore during the analysis and under the Tasks set forth and accomplished for the site investigations. In summary, it was found that the Walton Road site is not

SECTION 6 (Continued)

SUMMARY OF RECOMMENDATIONS

practical to develop, nor warranted by the needs at present. It is therefore recommended that no further consideration be given to acquisition and/or utilization of this site at this time.

Based on current information, and use, it appears the Farm Lane dock is adequate for the time being, and that only minimal improvements be made, possibly in parking and lighting, and that no major changes be considered until the channel can be dredged. It is recommended that this facility continue to be operated with minimal supervision, as presently exists.

The Rocks Road dock appears to offer the best all-around site for boat launching and recreation. It is proposed and recommended that in cooperation with the agreed-on input on access road construction by Public Service Company, that the Town appropriate funds to complete the site and provide for operation and maintenance at the 1984 Town Meeting. Sketch plans and cost estimates of the recommended improvements have been developed in greater detail in preceding sections of this report.

KIMBALL CHASE

company, inc.

Civil
Environmental
Engineers

40 Bridge Street
Portsmouth
New Hampshire 03801

603-431-2520

January 25, 1983

Mr. Eric Small, Administrative Assistant
Town Office
Seabrook, NH

Re: Seabrook Beach Parking and Launch Sites
Supplement to Progress Report 1/18/83

82-251

Dear Eric:

As a result of working meetings with the Seabrook Planning Board and the Precinct Commissioners, it has become increasingly evident that positive steps need to be taken to determine the number of uptown Seabrook residents who would like to utilize the beach front now and in the foreseeable future, and to provide a management plan for beach parking which would respect not only uptown residents but beach residents as well, if we are to develop and recommend to the Town a long range program. The need for sanitary facilities also has been a concern of all, and should be included in both an interim and long range beach management program. Because of the virtual impossibility of accurately determining the parking needs of uptown residents and those of the beach residents through questions and other research, it is recommended that an interim parking and beach use management plan be implemented for the coming season to include the following elements. The data obtained through this program will be utilized to complement the ongoing study towards the final plan to be adopted by the Town for parking and beach management at Seabrook Beach.

1. Interim (one year) Parking Management Plan

To as accurately as possible ascertain the volume of beach utilization by townspeople for the present and for the future, it is recommended that temporary parking ordinances be enacted by the Board of Selectmen prior to June 1, 1983, so that all residents both uptown and at the beach, as well as property owners who rent or lease their property, be informed of the parking controls to be in effect from May 20 through September 5, 1983.

- a. Establish permit parking for uptown residents only, along the southerly side of Haverhill Street, and the east side of Atlantic Avenue (parking not permitted at present), from Haverhill Street to Hooksett Street,

and on the extension of Hooksett Street between Atlantic Avenue and the Beach. Permits to be prepared under the direction of the Planning Board, and issued at a location to be designated by the Board of Selectmen. They will be distinctive in color and numbered to identify applicants and users, and will be made such that they can be attached, at a visible location, on the vehicles used for transporting townspeople to the beach.

In order to allow parking on Atlantic Avenue, it will be necessary to designate one way traffic between Haverhill Street and Hooksett Street from May 30 through September 5, 1983. We recommend Atlantic Avenue, in this location, be made one way heading north with parking on the east side.

✓ This program will allow for parking of approximately 140 cars for uptown residents.

- b. Establish by ordinance a beach resident parking system for all other streets where parking presently exists in the Town of Seabrook, east of Route 1A. These resident parking permits, for beach residents and property owners, shall be of a distinctive color and designed so that they may be transferred from one vehicle to another where leases or rental properties change clients during the summer season. These will be free of charge, and restricted to two permits per resident unit.
- c. Route 1A will be posted for such portions of its entire length, both sides, as may be determined by the Board of Selectmen, to eliminate the parking hazards which have been caused by the indiscriminate previous parking and lack of a positive management and tow-away program.
- d. Establish a tow-away program for all violators of the newly created parking ordinances, utilizing the existing Public Service Company barge facility on a temporary basis pending the development of suitable arrangements for such use, and private tow-away services.
- e. In order to carry out the foregoing operational plan, including monitoring of the beach and parking use, and further, to enforce the interim ordinances, it is recommended that the Selectmen authorize a temporary workforce to include, but not be limited to the following:
 - (1) Two temporary police officers or meter maids, as appropriate, to provide the local police with the necessary staff to identify and tag and tow away violators. The tentative hours of surveillance to be from 10 a.m. to 6 p.m., seven days per week, for thirteen weeks. These two employees to be under the direction of the Police Department.

- (2) One part-time summer employee to monitor (identify uptown permit parking use and beach resident parking, where possible) the number of uptown residents who use the beach (including number of vehicles, frequency of use, number of family members involved, and other related data). Such monitoring to be by personal contact and by use of questionnaires, as they may be deemed necessary. This may be done by existing staff, if available.

2. Sanitary Facilities

It is recommended that one toilet building (approximately 10' x 30' in size) be permanently installed on public rights-of-way at the beach end of Hooksett Street. This location being considered to serve the greatest number of beach users. It is further recommended that one additional summer employee be utilized to maintain the operation of the sanitary facility as a primary duty. This may be accomplished using existing help, if available.

3. Analysis of Interim Parking and Beach Use Program

It is recommended that the Board of Selectmen employ the consulting firm to develop the monitoring program, the system of record keeping, and thereby firmly establish the long range plan for the possible acquisition and development of permanent off street parking locations for uptown residents. The final evaluation of the effectiveness of the interim program to be used in finalizing the long range plan to be presented to the townspeople at the 1984 Town Meeting.

It is further recommended that the Selectmen engage the consultants to prepare plans and specifications and supervise the construction of the sanitary facility (toilet building) such that it be in operation for the 1983 summer beach session.

The estimated costs for each step in the recommended foregoing summer program have been identified below, for review and/or approval by the Planning Board, the Board of Selectmen and the Budget Committee, for inclusion in the 1983 Town Warrant. It is anticipated that, upon approval by the townspeople of Seabrook, at this year's Town Meeting, no later than March 15, that the recommended program can be developed and placed in operation prior to May 30, 1983.

Cost Estimate - Fiscal Year 1983

1. Interim (one year) Parking Management Plan

Capital Costs	
a. Permit System	\$1,500
b. Signage	1,000
c. Pavement Marking	500
	<u>\$3,000</u> Subtotal

Seabrook Beach Parking and Launch Sites
Supplement to Progress Report 1/18/83
January 25, 1983
Page four

Management Personnel	
a. Police Patrol	\$6,000
b. Transportation	1,000
c. System Monitoring*	1,200
d. Consultant Fees	2,500
	<u>\$10,700</u> Subtotal
e. Signs, Pavement Marking, etc.	3,000
	<u>\$13,700 Total</u>

2. Toilet Facilities

Capital Costs	
a. Structure	\$30,000
b. Septic System	5,000
c. Engineering	3,500
	<u>\$38,500 Total</u>

Maintenance* \$ 3,000

Miscellaneous
a. Land Appraisals \$ 1,000

*May be done with existing personnel.

Very truly yours,
Kimball Chase Company, Inc.


Malcolm J. Chase, P.E.

MJC/br
cc: Planning Board
Board of Selectmen

SEABROOK BEACH PARKING AND LAUNCH SITE ANALYSIS

TASK 2 - SUPPLEMENTAL MEETINGS WITH PUBLIC OFFICIALS

APPENDIX 1A

POLICE CHIEF CROSSLAND

During an interview with Chief Crossland of the Police Department, the following was indicated.

1. The main problem is illegal parking, people parking wherever they can find a spot, no matter whether it is posted or not. Most people gladly pay the \$10 fine for illegal parking.
2. Vendors are not particularly a problem as they tend to station themselves at Hookset, Haverhill and State Line Streets.
3. Chief Crossland suggested that somehow the Town utilize the church parking lot when not in use by the church.
4. A parking lot west of Route 1A could become a problem and would require a policeman full time to direct traffic for crossing.
5. A parking lot in the area of 150 - 200 cars would handle those cars which are currently illegally parked and probably would eliminate much of the problem.

MONSIGNOR CROSBY, OVERSEER OF ST. ELIZABETH'S CATHOLIC CHURCH

Monsignor Crosby felt that:

1. The Bishop would agree to a similar arrangement for the use of the church yard as is currently being explored at St. Patrick's Church in Hampton. In Hampton the church has asked for the lot to be fenced in so as to eliminate security problems. In that Seabrook's lot is not currently a security problem, this may not be necessary.
2. No parking could occur on Saturday, all day. or Sunday until noon. Monday through Friday would be open for use all day.

MEETING WITH SELECTMAN FRED FELCH

1. A parking lot be made available to residents only, possibly with the use of stickers. There exists the potential problem of the Beach residents near such a lot occupying space that could be used by uptown residents.
2. The long lot adjacent to Atlantic Avenue is Town owned and technically could be used for parking.
3. The arrangement that the Town of Hampton has with the local church provides some solution to the Seabrook Beach parking problem.
4. Vendors should be out of the way and could possibly be given an area in the parking lot.

APPENDIX IA (Continued)

HENRY McCRONE, NEW HAMPSHIRE DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS

Discussions were held with Mr. McCrone to discuss parking along Route 1A, the intersection of of Route 286 and 1A, and adjacent to Seabrook Harbor.

1. Legally no parking is allowed along Route 1A. However, it is tolerated as long as the parking does not become a nuisance. At times, at peak traffic periods, emergency access is denied along Route 1A because the breakdown lane is occupied by parked cars.
2. The parking lot at the corner of Route 286 and Route 1A is State owned, although in 1960 the Selectmen for the Town of Seabrook were given the authority to restructure the lot under certain conditions. (See attached letter to Board of Selectmen, dated August 23, 1980 from John O. Morton, Commissioner of Public Works.) The conditions of use would still be in force if the Town of Seabrook desires to restructure the lot. The main conditions are that the lot must be open to the public and be utilized at no charge to the public.
3. The parking lot adjacent to Seabrook Harbor has been turned over to the Town of Seabrook for their use.

In addition to these meetings, conversations were held separately with the Chairman of the Planning Board, Secretary of the Seabrook Beach Precinct, Town Administrator, Regional Planning Council, as well as several neighboring towns.

Assimilation of all the interviews held with officials resulted in the following establishment of priorities of parking in the Seabrook Beach area.

1. The Town should provide a parking lot or lots in the Beach area to be utilized by uptown residents at locations accessible to the Beach without causing undue hardships to Beach residents.
2. A more effective management or parking ordinance plan should be developed to eliminate illegal parking within the Beach area.
3. Existing pedestrian rights-of-way to the Beach should be maintained as such with no consideration given for parking lots within these areas.
4. Development of parking within the Beach area should be phased so as not to provide more parking than is necessary.

SEABROOK BEACH PARKING STUDY
INFORMATION SHEET

PUBLIC HEARING February 1, 1983

THE PROBLEM

✓ There exists an immediate need for the better management of parking facilities in the Seabrook Beach area for the good and safety of Beach residents and the convenience of other Seabrook residents.

✓ The long term solution to parking problems is the establishment of structured off-street lots for non-Beach residents, and on-street permit parking for Beach residents.

INTERIM PARKING PLAN

✓ It is recommended that the following interim plan be initiated to accurately determine the volume requirements for parking and to provide immediate parking for uptown residents. The plans shall be enforced from May 30 through September 5, 1983.

- Establish Atlantic Avenue from Haverhill Street to Hooksett Street as one-way north with non-beach resident permit parking on the east side, as well as sections of Haverhill Street and Hooksett Street.
- Establish all other legal parking areas as Beach resident permit parking.
- Eliminate all parking on Route 1A.
- Establish a ticketing and tow-away program for violations.
- Provide for the monitoring of this first year program to determine the extent of the problem and the effectiveness of the permit system.
(Estimated cost of entire program \$13,700.)

SANITARY FACILITIES

Toilet facilities are needed for those beach goers who do not have access to private homes at the Beach. The following is recommended.

- One toilet building be installed, possibly portable, on public rights-of-way at the Beach end of Hooksett Street. (Estimated cost \$38,500.)

TOWN WARRANT ARTICLES - 1983 TOWN MEETING - FOR INTERIM PARKING PROGRAM AND
SANITARY FACILITIES

Article 23: To see if the Town will vote to authorize the Selectmen to contract for design and construction of a toilet building on public land at the end of Hooksett Street in Seabrook Beach and appropriate the sum of Thirty-Eight Thousand (\$38,500) Dollars to cover the cost of the sanitary facility. Further, that the Selectmen be authorized to accept grants, gifts, from Federal, State and other sources that may be available for use towards the engineering and construction of the facility.

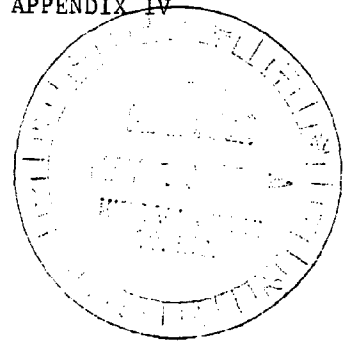
Article 22: To see if the Town will vote to raise and appropriate the sum of THIRTEEN THOUSAND SEVEN HUNDRED (\$13,700) DOLLARS to implement the proposed Interim (One Year) Parking Management Plan at Seabrook Beach.

TOWN OF
Seabrook, New Hampshire

OFFICE OF SELECTMEN

P.O. Box 456 — 03874

Telephone 474-3311



AMENDMENT TO THE PARKING BAN ORDINANCE

At a regular meeting of the Board of Selectmen for the Town of Seabrook, New Hampshire, held on May 19, 1983, the following amendments to the Seabrook Parking Ban Ordinance of June 6, 1978, were enacted. Said amendments are hereby adopted pursuant to the power granted in said Town's Corporate Charter and the Revised Statutes of the State of New Hampshire, as amended:

1. Amend Section 3 of said ordinance and any other amendments thereto by deleting all provisions of said section prior to sub-heading "Seabrook Proper" and replacing said provisions with the following:
 - A. No person shall park any vehicle as hereafter defined, from 1 am, May 28, 1983, until midnight, September 5, 1983, in the following places at Seabrook Beach:

Ocean Drive	No on-street parking at any time.
River Street	" " "
New Hampshire Street	" " "
State Line Street	No on-street parking at any time on the north side of the street.
Eisenhower Street	No on-street parking at any time on the east side of the street.
Portsmouth Avenue	No on-street parking at any time on the west side of the street.
Woodstock Street	No on-street parking at any time on the north side of the street.
Manchester Street	No on-street parking at any time from Atlantic Avenue to Hooksett Street.
Hooksett Street	No on-street parking on the north side from Suncook Street to Ocean Drive.
Haverhill Street	No on-street parking at any time on the north side of the street.
 - B. No on-street parking at any time on the south side of any street, except Woodstock Street and Haverhill Street.
 - C. No on-street parking at any time in the right-of-ways to the Beach.

- D. On-street parking east of Rt. 1A on Amesbury Street and Newbury Street, and between Haverhill Street and Hooksett Street, is designated for property owners at Seabrook Beach, with the following exceptions:

On-street parking is allowed for uptown Seabrook residents only on the following streets:

- 1) South side of Haverhill Street.
- 2) East side of Atlantic Avenue from Haverhill Street to Hooksett Street. The traffic flow on this road will be one way north.
- 3) South side of Hooksett Street extension between Manchester Street and Ocean Drive.

- E. Uptown Seabrook residents are defined as any resident of the Town of Seabrook having his/her primary residence west of the Blackwater River.

- F. All on-street parking will be by special permit only. Permit cards for property owners at Seabrook Beach may be obtained at the Police Station. Permit stickers for uptown Seabrook residents may be obtained at the Town Hall.

2. Amend Section 8 of said ordinance by replacing said provisions with the following:

C. \$10.00 for the first violation of Section 3 of this ordinance.

D. \$15.00 for each subsequent violation of Section 3 of this ordinance.

Vehicles illegally parked according to Section 3 of this ordinance will be subject to towing on the first offense at the owner's expense.

3. This amendment to Sections 3 and 8 of said ordinance will become effective at 1 am, May 28, 1983, until midnight, September 5, 1983.

Board of Selectmen

Frederick B. Felch, Chairman

Walter I. Randall

James C. Falconer

WARRANT ARTICLE 13, SEABROOK TOWN MEETING, MARCH 4, 1974

Rocks Road Dock, Access to March 7, 1974
1975 TR, p. 9 ARTICLE 13: - read by the Moderator: "to discontinue the Road
known as Rocks Road".

Motion by Emery N. Eaton, second by Robert Fowler, that the
Selectmen be authorized to do what is necessary".

AMENDMENT #1 : - Motion by James S. Eaton, second by Emery N. Eaton,
to see if the Town will vote to discontinue the road known as Rocks
Road from A point 1200 feet westerly of the Boston and Maine Railroad
Track to the Easterly Terminus of said road and to convey any right,
title or interest therein to Properties, Inc. said discontinuance
and conveyance to be subject to the condition that Properties, Inc.
execute an agreement in writing inforcible either by assessing
damages or by specific performance to provide and maintain a road for
vehicle access for owners of property in the area and for access to
Rocks Road Dock as soon as site work permits.

AMENDMENT CARRIED.

AMENDMENT # 2 : - Motion by Thomas A. Riley, second by Robert Jones,
to give permission to the Selectmen to sell and discontinue said
road to Properties, Inc.

AMENDMENT CARRIED.

2243-1689

AGREEMENT

AGREEMENT, made this 15th day of August, 1975, by and between the Town of Seabrook, a municipal corporation of the County of Rockingham and State of New Hampshire, hereinafter referred to as the Town, and Properties, Inc. a New Hampshire corporation with its principal place of business in Manchester, New Hampshire.

WITNESSETH:

WHEREAS, Properties, Inc. desires to acquire a certain parcel of land being a portion of Rocks Road, so-called, from a point 1200 feet, more or less, westerly of the Boston & Maine Railroad track to the easterly terminus of said road, and

WHEREAS, at the Adjourned Annual Town Meeting of the Town held on March 7, 1974, Article 13 of the Warrant for said meeting was amended to read as follows

"Motion by James S. Eaton, second by Emery N. Eaton, to see if the Town will vote to discontinue the road known as Rocks Road from a point 1200 feet westerly of the Boston and Maine Railroad Track to the Easterly Terminus of said road and to convey any right, title or interest therein to Properties, Inc. said discontinuance and conveyance to be subject to the condition that Properties, Inc. execute an agreement in writing inforceable either by assessing damages or by specific performance to provide and maintain a road for vehicle access for owners of property in the area and for access to Rocks Road as soon as site work permits."

and said article, as amended, was voted in the affirmative; and

WHEREAS, both of the parties hereto desire to proceed according to the terms of said vote, as amended, and to go forward with the conveyance of said property and to execute the agreement referred to in said vote and reduce the same to writing.

NOW THEREFORE, in consideration of the above recited facts and the mutual covenants and promises of the parties hereto, it is agreed:

A. Town hereby agrees to make the conveyance referred to in said vote, said conveyance to be by deed without covenants.

B. Properties, Inc. agrees to provide and maintain a road for vehicle access for owners of property in the area and for access to Rocks Road Dock for the use of the public as soon as the site work permits and further agrees that such site work which would permit the providing and maintaining of said road shall be completed not later than November 30, 1982.

SEP 17 11 12 AM '75

REG'D ROCKINGHAM COUNTY
CLERK OF SUPERIOR COURT

16270

2243-1690

C. That Properties, Inc. shall design and construct, at its expense, a cul-de-sac at the end of Rocks Road in accordance with the regulations of the Seabrook Planning Board.

D. Properties, Inc. hereby agrees that in the event that they fail to provide and maintain said road that they hereby stipulate and agree to the issuance by a court of competent jurisdiction for specific performance of their undertakings pursuant to this agreement including the providing and maintenance of said road and that, in the alternative and at the discretion of the Town, that damages may be assessed against them for failure to comply with their covenants contained herein.

IN WITNESS WHEREOF the parties hereto have hereunto and to one (1) counterpart hereof set their hands and seals on the date first referred to above.

Witness:

TOWN OF SEABROOK

Warrant B. Tice
By its

Warrant B. Tice
Selectmen

Warrant B. Tice

Paul Winslow

Warrant B. Tice
Walter C. Randall
Emory H. Tice

PROPERTIES, INC.

By D. N. Merrill
D. N. Merrill, Vice President

STATE OF NEW HAMPSHIRE
ROCKINGHAM, SS.

Personally appeared the above named Selectmen of the Town of Seabrook and acknowledged the foregoing instrument to be the voluntary act and deed of said Town.

Before me,

Warrant B. Tice
Justice of the Peace

STATE OF NEW HAMPSHIRE
COUNTY OF

Personally appeared D. N. Merrill, Vice President
of Properties, Inc. and acknowledged the foregoing instrument to be the voluntary act and deed of said corporation.

Before me,

Emory H. Tice
Justice of the Peace

